

**To:** Chairperson and Authority Members                      **Date:** July 12, 2002  
**From:** Mehdi Morshed, Executive Director  
**Subject:** **Agenda Item 6 — Bay Area-Merced Alignments Update**

**Discussion**

Staff will describe the high-speed train alignments for further evaluation between the Bay Area and the Central Valley, and give an update of the engineering work underway in the region. The alignments and station locations for further evaluation are as follows:

SAN JOSE-TO-SAN FRANCISCO

Alignments:

- Caltrain Corridor (Shared-track with Caltrain):-From San Francisco, this alignment would follow south along the Caltrain rail alignment to San Jose. This option assumes that high-speed trains would share tracks with Caltrain commuter trains. The entire alignment would be grade-separated. Station options include a station in the lower level of the proposed new Transbay Terminal in San Francisco and a station at 4<sup>th</sup> and King streets, a station in Millbrae (near the San Francisco International Airport), a station in either Redwood City or Palo Alto, and an optional station in Santa Clara.

Station Locations:

- Transbay Terminal- This potential station would serve the Caltrain Shared Use options.
- 4<sup>th</sup> and King:-This potential station would serve the Caltrain Shared Use options.
- Millbrae (SFO Airport Station)-This potential station would serve the Caltrain Shared Use options.
- Redwood City-This potential station would serve the Caltrain Shared Use options.
- Palo Alto- This potential station would serve the Caltrain Shared Use options.
- Santa Clara- This potential station would serve the Caltrain Shared Use options.

SAN JOSE-TO-OAKLAND

Alignments:

- Hayward Line to the I-880 (Hayward Alignment/I-880)- From Oakland, this alignment would travel south following the UPRR's Hayward rail line and then transition to I-880. Station options include downtown Oakland, the Oakland Airport/Coliseum, and Union City (BART Station). The Hayward Line to I-880 provides the shortest alignment (42 miles/67.6 km), the fastest travel time (25 minutes), and the highest ridership and revenue potential. It is also projected to have the lowest capital costs.

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- Hayward Branch through Niles Junction to the Mulford Line (Hayward/Niles/Mulford Alignment)- From Oakland this alignment would travel south along UPRR's Hayward Line to the UPRR's Niles Line and then onto the UPRR's Mulford Line. Station options include downtown Oakland, the Oakland Airport/Coliseum, Union City (BART Station), Fremont (Auto Mall Parkway).

Station Locations:

- West Oakland- This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.
- 12<sup>th</sup> Street/City Center- This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.
- Coliseum BART Station (Hayward/Mulford)- This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.
- Union City- This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.
- Fremont (Auto Mall Parkway)- This potential station would serve the Hayward/Niles/Mulford Line.

**SAN JOSE-TO-MERCED**

Alignments:

- Diablo Range Direct Alignment (3.5% Maximum Grade)- This alignment would have a station at the existing San Jose (Diridon) Station heading south on the Caltrain/UPRR, just north of I-85 turning east through the Diablo Range to San Joaquin Valley to Merced using the northern alignment (near Castle Air Force Base).
- Caltrain/Gilroy/Pacheco Pass Alignment (3.5% Maximum Grade)- This alignment would extend south along the Caltrain/UPRR rail corridor through the Pacheco Pass and then the San Joaquin Valley to Merced. Station options include the existing San Jose (Diridon) Station, Gilroy (near the existing Caltrain Station), and Los Banos (near I-5) in the San Joaquin Valley.

Station Locations:

- San Jose (Diridon) Station- This potential station would serve all alignment options (Caltrain/Monterey Highway rights-of-way) into San Jose.
- Morgan Hill (Caltrain) Station- This potential station would serve the Pacheco Pass/Gilroy/Caltrain and Pacheco Pass/Caltrain/Morgan Hill alignment options.
- Gilroy Station- This potential station would serve the Pacheco Pass/Gilroy/Caltrain option.
- Los Banos Station- This potential station would serve the Pacheco Pass/Gilroy/Caltrain and Pacheco Pass/Caltrain/Morgan Hill alignment options.